

REMOVAL NOTICE.

Andersen, Meyer & Co., Ltd., beg to announce the removal on September 1st, 1922, of their offices from No. 2, Queen's Road Central, to No. 67, 69, Des Voeux Road. (SITE OF THE OLD VICTORIA THEATRE.)

The Hongkong Telegraph.

FOUNDED 1851
No. 12,433

三拜禮 號三十月九年癸辛 WEDNESDAY, SEPTEMBER 13, 1922. 日十十月七

SINGLE COPY, 10 CTS
30 CTS PER ANNUM

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THE SINKING OF THE "HAMMONIA".

Dreadful Scenes Witnessed.

(Reuter's Service.)

London, September 12. "The worst scenes in my experience," said Captain Day, of the Kinfauns Castle, whose long record at sea includes the saving of four ships' crews, on arrival at Southampton from Capetown this morning with survivors from the liner Hammonia. The Captain estimated that 50 or 60 lives were lost before the Kinfauns Castle arrived on the scene. He saw several dead bodies floating in the water. He said he would never forget the dreadful scenes during the eight hours the Kinfauns Castle was standing by. The majority of the passengers were Spanish workers with their families, hence an accurate list of the missing was difficult to obtain. Captain Day said at ten o'clock in the morning he received the "S.O.S." signal. There was a strong north-easterly gale, with heavy sea. He altered his course and reached the Hammonia at noon. He found her on one side sinking, and around her were many overturned boats and rafts with people clinging thereto. The Kinfauns Castle launched six lifeboats which were kept very busy rescuing throughout the afternoon under most difficult conditions. Meanwhile the steamers Euclid, Soldier Prince and City of Valencia arrived and participated in the rescue. The last of the Kinfauns Castle's boats left the Hammonia at 6.30 in the evening, with the German captain and officers. Six minutes later, the Hammonia foundered. The Captain of the Hammonia, interviewed, was unable to account for the disaster. He found the water coming in and decided to send the "S.O.S." in view of the weather. He said everybody aboard was accounted for, except fifteen.

More Survivors.

Gibraltar, September 12. The steamer Soldier Prince has arrived here and landed 40 passengers and 21 crew, non-British subjects, from the Hammonia.

PROBABLES FOR THE ST. LEGER.

Revised List of Starters and Jockeys.

London, September 12. The revised list of St. Leger probabilities: Argo (Mc Lachlan), Blackwood (Whalley), Baton Rouge (Evans), Bucks Hussar (Childs), Caleb (Holmes), Carpathus (Ladson), Ceylonese (Frank Bullock), Corcoran (Carls), Diligence (Lane), Dunk's Green (Brennan), Fred Power (Donohue), Galway Prince (Archibald), Ramus (Winkfield), Harpende (Jellis), Preston Grange (Archibald), Ramus (Winkfield), Irish Battle (Harley Jones), Royal Lancer (R. Jones), Silurian (Gardner), Re-Echo (V. Smyth), Villars (Beary), Werwolf (Griggs) Samhedrum (—), and White Star (Gray).

A Scratching.

London, September 12. Silvanus was scratched at 10 p.m. yesterday. The Betting: 7-1 against Fred Power; 8-1 Villars; 105-8 Silurian; 100-7 Diligence and Corcoran; 25-1 Ceylonese; 100-3 Royal Lancer. Re-Echo, Argo, and Baton Rouge.

NEW DUTCH CABINET.

Only Two Fresh Men.

The Hague, September 12. M. Ruys de Beerenbrouck has formed a new Cabinet, with M. Kamebeek as Foreign Minister, M. Westerveld as Minister of Navy, M. Vandyk as Minister of War, and M. de Graaf as Minister for the Colonies. There are only two new men in the reconstructed Clerical Cabinet, namely M. Westerveld (Marine) and M. Vanway (Waterways). Negotiations have been proceeding since the elections in July, which increased the Right Coalition's majority in the Second Chamber to twenty.

U.S. REPUBLICAN VICTORIES

Democrats Increase Their Votes.

Portland (Maine), September 12. Congressional elections for the State of Maine, which is traditionally regarded as a barometer for voting in other States, resulted in the re-election of the Republicans, Senator Hale and Governor Baxter, as well as four Republican representatives, but the majorities were decidedly below those of the Republican candidates in 1920. The democratic vote was 5,000 above 1920 whilst the Republican vote decreased by 20,000.

LIMITING THE MANUFACTURE OF MORPHIA

L. o. N. Member-States Requested To Take Steps

Geneva, September 12. The Fifth Commission has agreed to recommend the League to request the States adhering to the Opium Convention to take immediate measures to limit the manufacture of morphia. M. Ador (Switzerland) declared that the Federal Council would introduce the system of import certificates proposed by the League as soon as the Opium Convention of 1912 had been adopted by the Federal Assembly.

SWEDEN AND HOLLAND.

Mutual Interests and Aspirations.

Stockholm, September 12. The King in cordially toasting the Queen of Holland at a banquet in the palace, referred to Swedo-Dutch solidarity of interests and aspirations as a reason for affording mutual help in safeguarding their interests and contributing to the maintenance of peace and composure of international differences.

U.S. TARIFF BILL.

Big Annual Yield Expected.

Washington, September 12. It is roughly estimated that the Tariff Bill, as agreed to by a joint conference of both Houses, will raise four hundred million dollars annually. Experts say the level of rates therein are slightly below the last Republican Tariff Law, but considerably above the Democratic Law now in force.

THE NEAR EAST CRISIS.

Turks Threaten Reprisals.

(Reuter's Service.)

Constantinople, September 12. Brusa, which was first occupied by Kemalists cavalry and then abandoned, was yesterday definitely occupied by the Kemalists. The Greeks got away via Mudania and have been transported to Rodosto. The inter-Allied military mission and two companies of French infantry have landed at Mudania to maintain order. The Turks threaten that unless the Turkish prisoners interned under alleged unhealthy conditions at Old Phaleron and Larissa are transferred elsewhere, all the Greek prisoners, including Generals, will be identically treated.

The Freedom of the Straits

Paris, September 12.

A French semi-official statement says a Note was presented at the Quai d'Orsay to-day declaring that the British Government reckons on the help of its Allies to ensure the defence of Constantinople and the Gallipoli Peninsula. The Note proposes that urgent and military questions should be momentarily entrusted to the Allied High Commissioners at Constantinople. The French Government will probably decide on September 14th, the nature of its replies to Britain and Italy.

The statement adds that, without prejudice to Thursday's decisions or measures which may be contemplated, it is already certain that the French Government is as much attached to the principle of the freedom of the Straits as the British Government.

PREMIER TO ATTEND L.O.N. MEETING.

Pronouncement on the Economic Situation.

Geneva, September 12.

Mr. Lloyd George is expected to attend the Assembly of the League of Nations next week. Signor Schanzer and M. Viviani are also expected.

Great interest is being shown in Mr. Lloyd George's visit to Geneva. He is expected to go on the 20th inst. to make an important pronouncement upon the general economic situation.

BELGIAN DEMAND ON GERMANY.

Breakdown of Negotiations.

Brussels, September 12.

Following a breakdown in the Belgio-German negotiations in Berlin, the Belgian Foreign Minister has notified the German Charge d'Affaires that the Government has decided to claim that Germany guarantee Treasury Bonds for the September and October reparations instalments by a gold deposit lodged in a bank acceptable to Belgium.

S.S. "BANTU" ASHORE.

Bound for Far East.

London, September 12.

A message from Capetown says the steamer Bantu, bound from America to the Far East, went ashore during fog on Robben Island but was got off with assistance. She sustained damage in two holds, which are leaking.

LORD NORTHCLIFFE'S ESTATE.

Provisional Value of Two Millions May Be Doubled.

London, September 12.

Lord Northcliffe left personal estate of the provisional value of £2,000,000. The lawyers explain that this does not mean that the total value will not be double.

WOODEN VESSELS SOLD.

Shipping Board's Heavy Loss.

Washington, September 12.

The Shipping Board has accepted a bid of \$750,000 for 235 wooden vessels built during the war at a cost of \$300,000,000.

MESPOIT GARRISON.

Not to be Reinforced.

London, September 12.

It is officially denied that the military garrison in Mesopotamia is being reinforced.

BRITISH CONTRACT WITH RUSSIA.

London, September 12.

Mr. Leslie Urquhart, interviewed by Reuter, said the British Government had agreed to the signature of the contract which he has made with M. Krassin, on behalf of the Russo-Asiatic Consolidated Co., whereby the latter obtains a 99-years' lease of properties in the Urals and Siberia.

BRITISH TRADE RETURNS.

London, September 12.

The Board of Trade returns, for August, show that imports totalled £82,661,000, an increase of £877,000, compared with July; whilst exports totalled £69,632,000, a decrease of £386,000.

RECRUITS FOR CHINA INLAND MISSION.

London, September 12.

A dozen recruits for the China Inland Mission were given a farewell at a crowded meeting in London.

MRS. HARDING PASSES CRISIS.

New York, September 12.

It is officially stated that the crisis in Mrs. Harding's illness seems past. (Other Telegrams on Page 2.)

THE MACAO AFFAIR.

Chan Ping-sang Busy in Canton.

Chan Ping-sang, the notorious ex-President of the Seamen's Union, who was banished from Hongkong recently, and who is now President of the Diplomatic Interchange Society, is again busy in Canton, according to our correspondent there. He is now taking up the Macao affair and has recently called on the Civil Governor urging him to take up the matter immediately with the Macao Government. On his call, he was received by the Governor's Secretary (Mr. Yung Sing-ku) who told him that the matter would be dealt with by the new Foreign Commissioner, Mr. Lau Yue-lun, as soon as local affairs are settled.

It is stated that Chan Ping-sang has recently been active in demanding financial assistance from wealthy merchants and in threatening by intimidatory letters the tradesmen in Macao. He is also said to have offered to secretly settle certain matters on payment of substantial sums.

GUARANTY TRUST FRAUD.

Some Interesting Revelations.

Peking, September 12.—With regard to the Guaranty Trust fraud, it appears that telegrams signed by Robert Hilliard were handed in at the Hankow Telegraph Office at the end of July. They were in Guaranty Trust company's code and ciphered by a text key, which has now been superseded, and called for payment in London of £31,730 to Max Elliott (alias Pearce, alias Pearce, alias Shabin, who posed as Manager of the International Trading Company of Vladivostok in Peking) for account of Chester James, Legal adviser to the Wuchang Civil Governor.

The money was paid to Elliott, who retained £2,930 remitting the balance of £28,800 through other Banks to Peking, to be paid to Asia Banking Corporation for account of Chester James, who was posing as a partner in the firm of Hilliard and James, engineers of Peking. James was seen at the Peking Club, but was not introduced thereto. The fraud was carefully concocted, involving a forged letter of introduction. A sum of £15,000 has been recovered. The loss is covered by insurance. On behalf of the Guaranty Company, the Asia Banking Corporation offers a reward of \$2,500 for information leading to the apprehension of the criminals.—Reuter.

MANILA BANKER ACQUITTED.

Alleged Misuse of Funds.

Manila, Sept. 12.—Venancio Concepcion, ex-president of the Philippine National Bank, was acquitted by the Supreme Court of a charge of misuse of the Bank's funds. The Court's vote was five for acquittal, four dissenting and holding that the Lower Court's verdict, sentencing Concepcion to a fine of \$2,500, should be affirmed. Concepcion is under sentence of two years' imprisonment for misuse of the Bank's Funds on another count.—Reuter.

JAPAN & RUSSIA.

Cabinet Comes to Decision

Tokyo, Sept. 12.—The Cabinet has considered the questions referred from Changchun, where the decision is reliably believed to be that Japan is willing to discuss subjects concerning herself alone with representatives of All Russia provided such subjects do not go beyond the scope of the principles of the Dairen drift agreement.—Reuter.

VICTORIA HOSPITAL.

New Maternity Block.

Alterations and extensions are being made at the Victoria Hospital, Barker Road, and a new maternity block is being built. According to the annual report of the Director of Public Works, sketch plans for the revision of the existing buildings have been prepared.

The working drawings for the new block were completed, and a contract let to Messrs. Kian On & Co. for the amount of \$130,537.45. The new block consists of two floors providing accommodation for 6 first, 10 second and 4 third class patients, with all necessary offices, etc.

Site formation and foundation work was well advanced at the termination of the year. The total estimates are \$135,000, and \$9,979 was spent last year.

THE G.C.H.

New Out-patients' Department.

In the annual report of the Director of Public Works it is stated that the contract for the out-patients' department at the Government Civil Hospital was let to Messrs. Kin Lee and Co. at a cost of \$27,507. Serious difficulties have had to be overcome in the construction of the foundations, which have delayed the execution of the work, but good progress generally has been made. The total expenditure to December 31st, last, was \$7,221.

CHINESE RAILWAY WORKERS.

Harshly Treated by Military Police.

A Shanghai telegram states that the employees of the Peking-Hankow Railway, owing to harsh treatment received from the military police, have jointly sent a petition to Wu Pei-fu demanding the withdrawal of the police. If no satisfactory reply is received within sixteen hours, they propose to go on strike. The employees of the Wuchang section of the Canton-Hankow Railway have already struck for the same reason.

MORE CRUELTY CASES.

Another S. P. C. A. Member Fined.

When fined \$15 by Mr. N. L. Smith this morning, in respect of a charge brought by Inspector Fisher, S. P. C. A., of cruelty to poultry by not keeping them provided with water, a stallholder from the Saiyungpun Market complained that no notice was served on him, or was posted up at the Market that might help him to observe the requirements of the law.

Mr. G. R. Sayer, the Head of the Sanitary Department, who happened to be in Court in connection with another case, replying to a question by the Magistrate, said that he believed such notice was issued and explained to the stallholders of this particular market.

Inspector Fisher pointed out that efforts to bring enlightenment regarding the requirements of the law to the dealers had been also made by Dr. Gibson. The stallholders knew of these, but had not exerted themselves to carry out this small task. The defendant in the case should be in a position to understand, if for no other reason than that he was a member of the Society for the Prevention of Cruelty to Animals. Two other stallholders from the Wanchai Market were fined \$10 each for similar offences.

ANOTHER MURDER.

A Gruesome Discovery.

A case of murder is under investigation by the police as the result of the discovery of the dead body of an unknown Chinese man on the reclaimed land near Siwootung, close to the Laibikok Road yesterday afternoon. An Indian constable on this boat came upon the sight of a man lying lifeless on the ground, with a blood-stained dagger clutched in one hand. The victim had received multiple stab wounds, the most severe of which were in the left side of the head. Nearby, also bearing blood stains, were found two other weapons. The remains were removed to the Kowloon Mortuary.

P.W.D. MAN MARRIED.

Wedding at St. John's Cathedral.

Mr. A. Brooksbank of the P.W.D. (youngest son of Mr. S. Brooksbank and of the late Mrs. Brooksbank, of Denholme, Yorkshire) was married at St. John's Cathedral this morning to Miss Effie Lumb, (daughter of the late Mr. G. Lumb and Mrs. Lumb, of Eiland, Yorkshire), who recently arrived from Home. The service was conducted by the Rev. V.H. Copley Moyle.

The bride, who was given away by Mr. H. J. Pearce, wore a hand-embroidered dress of lemon crepe-de-chine and carried a bouquet of yellow and white lilies, tied with white ribbon. Mrs. Clouston Porri, who was Matron of Honour, was dressed in a gown of hand-embroidered white net, with grey toque. Miss Nellie Inglis and Master Bruce Inglis made a pretty flower girl and page respectively. The former wore a dress of white net, over silver tissue, with mob cap to match, and carried a basket of yellow and white lilies, whilst the latter was in a sailor suit. Mr. J. H. Gelling was the "best man."

After the ceremony a reception was held at the Hongkong Hotel, from which the happy pair motored to Repulse Bay, where the honeymoon is being spent.

CANTON NEWS.

Our Canton correspondent states that General Chang King-ming went to Tong Ka village on the 10th inst. to see Tang Shao-yi on important political business.

Preparations are being made in Canton to define the scopes of the Civil Governor and the Commander-in-Chief. These will be made known on the day the latter assumes office.

News in To-day's New Advertisements.

Messrs. Wm. Powell, Ltd., advertise a new selection of golf hose.—Page 4. The Chinese Optical Company give good advice regarding eyesight on page 4.

LISTEN!

The world's big firms all have one thing in common—they are consistent, persistent and emphatic advertisers.

Mary Pickford is appearing in "Heart O' the Hills" at the Coronet to-night.—Page 12. The Oriental Commercial Bank, Ltd. has opened its head office in Des Voeux Road.—Page 4. The Hawaiian Troubadours open their season at the Theatre Royal to-night.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 6.13/16d.

The Weather.

2 p.m. Barometer:—29.72. Temperature:—46. Humidity:—75.

Lighting Up-Time.

Lighting-up time to-day, 6.33 p.m.

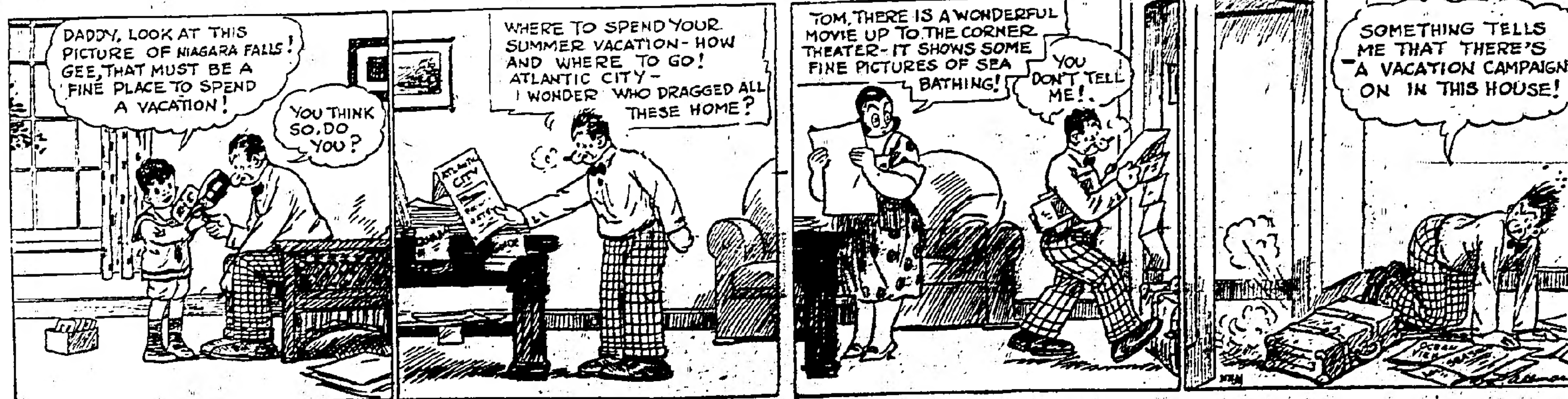
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A French Remedy for all Irregularities. Thousands of Ladies have kept a box of Martin's Pills as a safeguard against the first sign of any irregularity of the System a timely dose may be administered. These pills are gentle and free from the least of those fatal weaknesses. All Chastities and Wombs are thus brought into the World. Price 1/6. W. & A. MARTIN, Chemist, Southampton, Eng.

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for Ladies

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NOTICE.

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SCIENTIFIC MASSAGE.

Mr. Nankwatsu Akaji.

A Graduate of the Tokyo Massage School, has opened a
massage room on the First Floor of 2 Queen's Road,
Central. Office hours from 10.30 a.m. to 5 p.m.Mr. Akaji gives massage on scientific lines, based on
instruction in anatomical physiology.
Fee for treatment:—\$2.00 per visit.

GOLDEN STATE BUTTER

From CALIFORNIA CREAMERIES.

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SWATOW RELIEF.

Need of Clothes.

Reports from Swatow mention an acute shortage of clothes for the destitute in some of the devastated districts, and request Hongkong relief workers to send supplies without delay, in view of the approach of the cold season. Many of the survivors have lost all their effects, and, in some cases, all their resources, with the result that while the relief work now going on saves them from starvation, they need clothes. Owing to the disorganisation of trade, cloth is scarce and even those with money find it difficult to replenish their wardrobes.

A letter has just been received by the Secretary for Chinese Affairs from the British Consul at Swatow, pointing out the urgency of the need of clothes. The S.C.A. (Hon. Mr. E. B. Halliday) has communicated with the Chairman of the Tung Wah Hospital and other leaders of the Hongkong relief campaign. A meeting was held at the Tung Wah Hospital last night to consider what should be done and how much money could be appropriated for the purchase of wearing apparel. Representatives of the Tung Wah Hospital, the Chinese Chamber of Commerce and the Chin Chai Eight Districts Commercial Association attended.

OBITUARY.

Mrs. Tso Chi-on.

We regret to record the death of Mrs. Tso Chi-on, daughter of Mr. S. W. Tso, a gentleman who resided at the Hotel, Canton Road, on Sunday, the 10th inst., at a ripe old age.

The funeral services were held at the Chinese Cemetery, Canton Road, on Monday, the 11th inst., at 10 a.m. The deceased was buried in the family grave. The funeral was attended by Mr. S. W. Tso, Mr. S. W. Tso's father and mother-in-law, Mr. W. C. Fung, Mr. S. W. Tso's brother, and Mr. S. W. Tso's sister-in-law, Mrs. Tso. The funeral was also attended by Mr. S. W. Tso's friends and relatives. The funeral was a private one.

HONGKONG STREETS.

Widening Schemes.

Residents have noted several street-widening schemes in progress in various parts of the Colony that should give welcome relief to traffic. The report of the Director of Public Works for 1921 contains some further information.

Wanchai Road is to be widened to 42 feet (houses 73-81 are affected). Queen's Road East is to be widened to 60 feet, throughout. Queen's Road Central is to be further improved in width, but no details are given, except that the area affected is the principal part of the road near Flower Street. Arrangements being made with the Asiatic Petroleum Company, who are now building Bonham Street (near No. 23), the new Peak motor road from Wanchai Gap to Victoria Gap, and Shanghai Street, Yau-mat, are also mentioned. Then there are parts of the Shaukiwan Road referred to a few weeks ago.

The report says: In addition to the widening schemes, included in the above schedule, plans have been prepared and approved for widening numerous other streets.

The general policy adopted is to acquire the land required for widening purposes when roadworks takes place. Queen's Road Central and the Victoria Road Central are being dealt with in this way.

A list of the principal streets, for which widening schemes have been approved during the year is given as follows:—Queen's Road Central from Hongkong and Shanghai Bank to Central Market; Queen's Road Central from Central Market to Bonham Street; Bonham Street, Canton Road; Canton Road, City Road; Shaukiwan Road, Hanover Road.

Shaukiwan Road.

On this road the widening scheme is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Victoria Road to the intersection of the road with the Canton Road. The second stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Hanover Road.

The widening scheme for the Victoria Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Bonham Street. The second stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Canton Road.

The widening scheme for the Canton Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Bonham Street. The second stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Hanover Road.

The widening scheme for the Hanover Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Victoria Road. The second stage is to widen the road from the intersection of the road with the Victoria Road to the intersection of the road with the Queen's Road Central.

The widening scheme for the Queen's Road Central is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Canton Road. The second stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Hanover Road.

The widening scheme for the Bonham Street is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Canton Road. The second stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Hanover Road.

The widening scheme for the Victoria Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Bonham Street. The second stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Canton Road.

The widening scheme for the Canton Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Bonham Street. The second stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Hanover Road.

The widening scheme for the Hanover Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Victoria Road. The second stage is to widen the road from the intersection of the road with the Victoria Road to the intersection of the road with the Queen's Road Central.

The widening scheme for the Queen's Road Central is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Canton Road. The second stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Hanover Road.

The widening scheme for the Bonham Street is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Canton Road. The second stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Hanover Road.

The widening scheme for the Victoria Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Bonham Street. The second stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Canton Road.

The widening scheme for the Canton Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Queen's Road Central to the intersection of the road with the Bonham Street. The second stage is to widen the road from the intersection of the road with the Bonham Street to the intersection of the road with the Hanover Road.

The widening scheme for the Hanover Road is to be carried out in two stages. The first stage is to widen the road from the intersection of the road with the Canton Road to the intersection of the road with the Victoria Road. The second stage is to widen the road from the intersection of the road with the Victoria Road to the intersection of the road with the Queen's Road Central.

DR. WELLINGTON KOO ON
POLITICAL OUTLOOK.

Financial Reorganisation.

Dr. Wellington Koo, Minister of Foreign Affairs, in an interview granted to *Reuter's* representative at Peking, said it was not likely that there would be any definite development in connection with the Premiership until Parliament had voted on the nomination of Mr. Tang Shao-yi. Parliament would soon take up this matter, and Dr. Koo and his colleagues hoped that the nomination would be confirmed. If that were done, the post would then be formally offered to Mr. Tang. Meanwhile Dr. Wang Chung-hui was in the Peking Union Medical College Hospital suffering with eye trouble, and no information had yet been received regarding the probable length of his stay there. It did not seem likely, however, that another Minister would be placed in charge of the affairs of the Premiership during Dr. Wang's illness. Dr. Koo had been informed that he was expected to preside at Cabinet meetings in the interim, for it was usual for the Minister of Foreign Affairs to do so during the absence of the Premier or Acting Premier. This did not mean that he would take over the duties of Premier.

THE GOVERNMENT'S PLANS.

The Government, continued Dr. Koo, had three main planks in its platform: 1.—Completion of the Constitution; 2.—The promotion of reunification; and 3.—Financial reorganisation. The Government was anxious for this important task to be carried out. The Constitution defining the rights and privileges of the provinces, reducing the authority and rights of the Central Government. In the past great confusion and strife had resulted from the absence of a complete Constitution.

REUNIFICATION PLANS.

With regard to reunification few people thought it could be achieved quickly. The Government would be satisfied with a step marking substantial progress in that direction, and there seemed to be good grounds for hoping for that at least. Asked whether or not Dr. Sun Yat-sen would be taken seriously into consideration in this respect Dr. Koo pointed out that the President had sent a delegate to interview Dr. Sun, and that the Government's efforts would be directed towards reaching an agreement with all parties and leaders throughout the country.

FINANCIAL REORGANISATION.

The question of financial reorganisation appeared to present serious difficulties at the moment, but it one looked forward a year or even half a year the outlook appeared much brighter. The immediate financial position was not pleasant. Funds were required to carry on until additional revenues were received. Parliament had to be maintained, in order to get the Constitution drafted; the police and gendarmerie paid to preserve order and the salaries of official departments met, so that the work of the Government could proceed. This question of immediate finances was engaging the attention of the Government, and he had little doubt that it would be surmounted.

Financial reorganisation could not be introduced now, but during the next six months the Government intended to go thoroughly and soundly into the matter and draft a scheme of financial reorganisation which they trusted would place China's financial position on a new and satisfactory basis. Dr. Koo concluded by stating that while he did not overlook the difficulties ahead he was confident that they would be overcome successfully.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is electrically fused in a depression in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by The Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road, Central.

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VERY LATEST DESIGNS

TO SUIT ALL TASTES.

Better value for less
money.THE
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The KING of Water Paints

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NOTICE TO CONSIGNEES.

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From UNITED KINGDOM,
GENOA, PORT SAID,
COLOMBO & STRAITS.

The Motor Vessel

"GLENAMOY"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th Sept. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 15th September 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON
& CO., LTD.
Agents.
Hongkong, 11th Sept., 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM EUROPE & STRAITS
The Company's Steamship

"SUWA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 15th Sept. 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 11th Sept., 1922.

EVERYBODY HAPPY—

BUT YOU?

If that's how you feel your trouble most likely is constipation or disordered liver, and the remedy you need is Pinkettes, the dainty little laxatives which neither gripe nor purge.

Pinkettes restore brightness to life by gently stimulating digestion, dispelling constipation and regulating the liver, thus banishing the causes and gloom.

Try Pinkettes to-night: you'll feel better in the morning. Of chemists, or post free, at 6/6 cents the vial, from the Dr. Williams' Medicine Co., 96 Sechen Road, Shanghai.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"PRESIDENT MCKINLEY"
having arrived from Seattle Wash. via ports, on 10th inst., consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 15th inst., by the Company's Surveyors, Messrs. Anderson & Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 15th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,
United States Shipping Board
Emergency Fleet Corporation,
No. 4, Des Voeux Road,
Managing Agents.

THE ADMIRAL LINE.
Hongkong, 11th Sept. 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer
"HYSON"

are hereby notified that the Cargo will be discharged into the Godowns at Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at the wharf. The Cargo will be ready for delivery from Godown on and after 12th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd October, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th Sept., 1922.

FOR HAIPHONG AND HOIHOW.

Mr. George Baylis, farmer, of Malpas, near Newport, Mon., has celebrated his 100th birthday. Up to six years ago he mowed his fields with a scythe. He has been thrice married, and his eldest son is 76.

CONSIGNEES.

NOTICE TO CONSIGNEES.

JAVA-PACIFIC LINE.

From SAN FRANCISCO and PORTLAND.

The Steamship
"TJILEBOET" (12),

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 19th Sept. 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined at 10 a.m. on 15th September 1922.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LINE.
Agents.
Hongkong, 11th Sept., 1922.

PROMOTION FROM THE RANKS.

Revised Army Regulations.

Revised regulations governing promotion from the ranks to combatant commissions as second lieutenants are issued in an Army Order (254 of 1922), which states that for the present candidates from the ranks will be granted commissions only in the Cavalry, Infantry, and Royal Army Service Corps of the British Service, and in the Indian Army.

The regulations provide that candidates must be British subjects, the sons of British subjects, and of pure European descent. They will be required to undergo a special course of training for about one year at the Royal Military College, Sandhurst, and to obtain a satisfactory report. The first course will begin on September 1, 1922, the second course in January, 1924, and subsequent courses in January of each year.

The maximum age of candidates for the first two courses will be twenty-four years after January, 1924. Candidates must be under twenty-two on January 1 of the year in which they are recommended. The possession of a first-class Army Certificate of Education or a Special Army Certificate of Education will be regarded as sufficient educational qualification up to January, 1924, but subsequently candidates must possess a Special Army Certificate of Education. Exceptions are made for those who have qualified for admission to the Royal Military Academy, Woolwich, the Royal Military College, Sandhurst, or the Royal Air Force Cadet College, or have passed the First Public Examination at the University of Oxford or its equivalent, or were granted a commission in the Army from an officer cadet unit during the war.

The course of training commencing in September will provide for thirty-five candidates, but in subsequent years the number of places will vary according to requirements.

Mr. George Baylis, farmer, of Malpas, near Newport, Mon., has celebrated his 100th birthday. Up to six years ago he mowed his fields with a scythe. He has been thrice married, and his eldest son is 76.

THE FUTURE OF TSINGTAO.

Are Foreigners to Have a Voice?

A Tsingtao message of the 6th. inst. states:—A lively controversy has developed in the Shantung negotiations regarding foreign representation upon the municipal council and in the city government of Tsingtao, former German model city and port.

The population of the city is about 130,000 and it is the most modern city and port on the coast of Asia.

Under the Shantung treaty, negotiated at Washington, the Chinese are obliged to give foreigners a voice in the municipal government, but no definite regulation is given.

American, British, Japanese and other local foreign residents in Tsingtao express doubt of the ability of the Chinese to maintain efficiency in the modern city owing to past inexperience and weakness of the general political situation in China.

WORLD-WIDE SPORT.

Coventry City report a loss of £736 13s 11d on the past year's working. The net gate receipts were £15,179, and the club paid £10,380 in players' wages, bonuses, and signing-on fees.

Sergeant Gutteridge, who won the three short distance races at the Scottish Command Sports won the individual championship in 1919 at Northfield. Lieut. H. Watt, the winner of the high jump, in which he tied with Army record, will be remembered as an old Dollar Academy boy who held the interscholastic high jump record at 5 ft. 3½ ins. till displaced by his brother.

Leicester are presenting to Mr. Fender the ball, suitably mounted, off which he hit out and out, and helped Surrey to secure 133 in 64 minutes in order to beat Leicester against time on June 9.

Rumour has it in Cardiff that A. L. Gracie, the Harlequin and Scottish international centre three-quarter, will be assisting the Cardiff Rugby Club next season.

The Edinburgh Civil Service Club, which visited Iceland, has returned to Edinburgh and the players have had interesting experiences to relate. They played five matches in Reykjavik, the capital of Iceland.

In connection with the "Scottish Fund Auxiliary" appeal on behalf of the London Hospitals' effort to raise £500,000, Lord Astor has made an offer to give to the fund the first fees next season of Scotland's great-grandson, Buchanan (1440), and her grandson, Craig-Evan (1230). The subscription list (apart from this offer) stands at £1,055.

At the end of September international contests between amateur boxers representing Scotland and Denmark will be staged in Glasgow. The competition will be under the auspices of the United Scottish Amateur Boxing Association. The Halls Committee of Glasgow Corporation have recommended that the use of the City Hall be granted for the occasion.

A notable feature of the Derbyshire and Worcestershire match was the splendid bowling of Bostwick. He had the remarkably fine analysis of eight wickets for 19 runs, besides having two chances missed off him.

So far the following players have been invited to go to South Africa with the M.C.C. team: F. T. Mann, G. T. S. Stevens, V. W. C. Jupp, A. W. Carr, P. G. H. Fender, A. E. R. Gilligan, Livsey, Macaulay, Woolley, Mead, and Kennedy. Hobbs, it is stated, has declined the invitation to join the team.

OASES IN CHINA.

The Three Good Tuchuns.

Although confusion of a disastrous character prevails in the greater part of China it is interesting to realize that chaos is not universal and that in certain regions there is decent rule resulting in steady economic and social development, writes Mr. David Fraser, Peking correspondent of the Times, who is at present in London.

In Chekiang province, for instance, the Tuchun, an official of the old school, is reputed to be expending all surplus revenue on the construction of roads and other public works. He maintains a considerable army, but makes his soldiers work on the enterprises in which he is engaged. He does not contribute to the Central Government, for the obvious reason that he distrusts Peking and believes he is doing better for his country by making local improvements.

Brigands have few opportunities in his province, business prospers, opium is not cultivated, education is being extended, and there is security for trade. His method of government, of course, is oriental and patriarchal, and no doubt the Tuchun, incidentally, is doing very well himself. But if all China were administered like Chekiang there would be little fault to be found.

Another oasis in the desert of maladministration is Shansi, known as the model province. Here the Tuchun is an officer of the old army, who emerged during the revolution and was locally elected to the Governorship.

This position he has since retained, although often threatened by intrigue at the capital. This Tuchun likewise withholds revenue from Peking and busily devotes himself to the development of his own domain. He maintains the smallest of all the provincial armies, and nearly all of his soldiers are now engaged in making a great trunk motor road traversing the whole length of the province. Opium is reluctantly excluded, brigandage is non-existent, education is vigorously promoted, hygiene is constantly preached, and all sorts of business enterprises fostered.

The Tuchun takes the keenest personal interest in affairs and works indefatigably.

THE CHRISTIAN GOVERNOR.

Yet another has been recently added to the list of good Tuchuns. As a direct result of Wu Peifu's victory over his enemies, the Tuchun of Honan was dismissed and Feng Yu-hsiang, the Christian General, appointed in his stead. This officer has a great reputation for righteousness, and some years ago when his brigade was moved from its station the whole populace turned out to bid it an honourable farewell.

Usually in China the people live in terror of troops and pray for their departure, and especially fear looting in the eve of a transfer. But Feng has drilled good morals into his men and their behaviour is exemplary.

The manner in which General Feng entered the provincial capital to take up his new post is characteristic of the man and instructive of the changing mentality of the people. A new Governor is generally preceded by large bodies of troops, who line the roads and streets and carefully shield the great man from the vulgar gaze. Feng came on a bicycle, attended by an escort of half a dozen men, also on bicycles. He went straight to the local Y.M.C.A. quarters, where a public reception awaited him. Addresses of the most cordial nature were read, and in reply the General made a speech that is unique in the annals of China.

After declaring that he came to Honan not to bully and frighten

the people but to serve them, General Feng went on to confess himself a Christian and that it was his aim to do his duty as a Christian should. On the following Sunday the Tuchun attended a church in the centre of the city, where the different communions held a service of welcome and of thanksgiving that the province had been delivered from its evil rulers and a servant of God sent to preside over its destinies. In reply, General Feng chose a text and gave an address in which he referred to his conversion, which took place while he was in a missionary hospital eleven years before. The doctor had cured him of disease and would take no money for his services. The general asked for the prayers of the church that his work in the province might prosper.

REFORMATION BEGUN.

Reform has already commenced. All the loose women have been banished from the city and the beggars housed and given work according to their capacity. The city gates have been painted with pictures illustrating the evil consequences of indulgence in opium, wine and tobacco, and of neglect of sanitation. Many of the former officials have been laid by the heels and compelled to account for public money.

Incidentally for the sake of cleanliness the queue has been interdicted, and the soldiers wait at the gates with scissors to catch unsuspecting countrymen, enormously to the entertainment of the more sophisticated townsmen. This is practically General Feng's first civil appointment, and he has no administrative experience but no doubt the practical qualities which have enabled him to discipline, control, and lead troops will serve him well in his new position.

Honan and Shansi both adjoin the metropolitan province. Feng Yu-hsiang is the established ally of Wu Peifu, and his neighbour, Yen Hsi-shan, of Shansi, has declared himself wholeheartedly in favour of Wu Peifu.

These three worthies together, therefore, ought to wield a powerful influence for good in China, even though the politicians at Peking make a mess of reconstruction. It is unfortunate that Feng Yu-hsiang has a severe prejudice against the British. An Englishman who visited him about a year ago in Shansi was treated very cavalierly, for the explained reason that the general attributed all Japanese aggression against China to the Anglo-Japanese Alliance, under cover of which Japan did what she liked in China. With the disappearance of the alliance it is to be hoped this worthy and sincere, if somewhat narrow, man will modify his views.

General Lu Yung-hsiang of Chekiang is maintaining a neutral attitude in regard to recent developments in the North. His affiliations are militarist and his sympathies are naturally with some of the older official classes. But he is, above all, a practical man, possessed of considerable judgment, and he will certainly in the end range himself on the side of any Government which gives evidence of the capacity to reorganize the affairs of the nation.

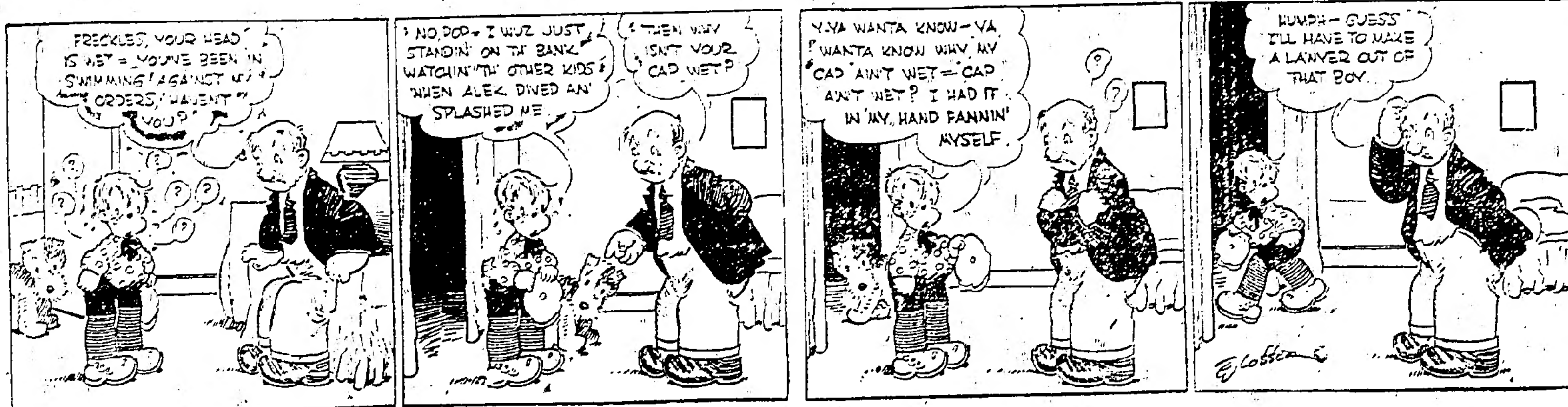
From all this it will be seen that the art of government is not altogether lost in China and that there are still in the public service men of sincere and patriotic character. Also one can but reflect on the notoriously docile disposition of the Chinese, and their readiness to respond to leadership of the right kind.

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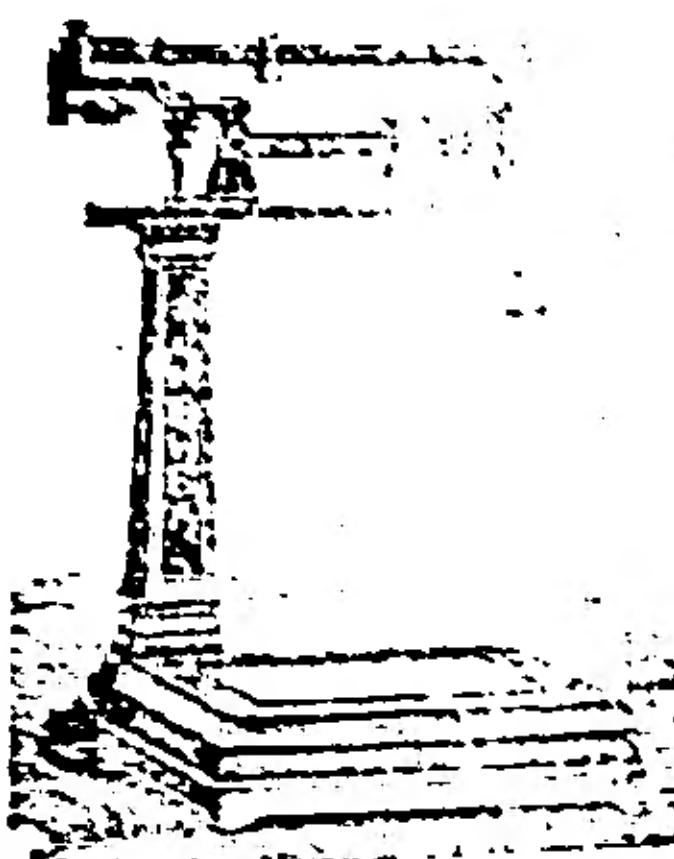
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The Telegraph.

HONGKONG, 13th Sept., 1922.

FACTION IN CHINA.

Wonderful and weird are the permutations of Chinese politics! But a little while ago Sun Yat-sen, the Southern Idealist, and Chang Tso-lin, the Manchurian War Lord, were arrayed in singular alliance. On the opposing side stood Wu Pei-fu and Tsao Kwan, with Canton's other leader, General Chan King-ming, in general sympathy. Tsao looked the pale shadow of a Super-Tuchun in the hand of his nominal subordinate but energetic director, Wu. Perhaps it was to some extent a pose. Tsao has not the initiative and resourcefulness of the younger man, but he has astuteness enough to realize this fact, which probably impelled him to leave the conduct—and responsibility—of a hazardous undertaking to his more enterprising associate. At Chang-hsin-tien, Wu certainly inflicted a heavy, though by no means final, defeat upon the Manchurian dictator. For a moment a hope dawned that the way had been paved for clearing up the chaos that reigned in the Republic.

During the succeeding three or four months there have been spasmodic efforts, but it is difficult to discern tangible signs of reform. The re-convening of Parliament, instead of clarifying the situation, tends rather to aggravate it. In short, China remains a prey to faction. It may be that Wu Pei-fu meant well, but that, strong as he had become, his influence was not sufficiently widespread to enable him to control the country. The new ruler of Szechuen, where Wu's party has sustained a reverse, says as much. Accordingly we find the various leaders, Wu prominent among them, seeking to reinforce their positions by forming fresh groups until the lines of division criss-cross in every direction. To unravel these presents a veritable Chinese puzzle; to-day's ally was yesterday's foe has become a comrade—until the next turn of the kaleidoscope. This illustrates how artificial are the antagonisms. By this we do not mean that the hostility between the rivals may not be real enough. It is artificial because dictated, not by fixed principles, but by personal ambition—a trite dictum, yet one calling for reaffirmation.

The latest example is afforded by Wu Pei-fu's telegram (Tsao concurring) to Sun Yat-sen, his irreconcilable opponent until the other day, approving of the latter's condemnation of the autonomous federation programme of General Chan King-ming, with whom until a week or two ago Wu had been proposing an alliance. The victor of Chang-hsin-tien, be it remembered, himself spoke sympathetically of provincial aspirations in the early days following his defeat of Chang Tso-lin. A federation of autonomous provinces is now denounced as "absurd" because, says the telegram, it would leave military power in the hands of the provinces. Commenting upon General Chan's programme at the time, we remarked upon an ambiguity in it, for, while purporting to place control of the Army in the hands of the Central Government, it apparently left the provinces pretty much at liberty to raise troops. So far the objection holds good. What renders it artificial is that, instead of the question of autonomous federation being considered on principle, amending such features as conflict with the paramountcy of the Central Government, it is seized upon to create fresh lines of factional division. Apparently Wu and Tsao think it necessary to adduce some further argument in support of their attitude, so they declare that "China has been an autocratic and Imperialist country for over four thousand years"—as if the avowed object of the revolution had not been to end that tradition. There is an unconscious irony in such a reason being tendered to Sun Yat-sen, the declared champion of democracy. Were there any tokens of heartfelt conviction, of an earnest desire for co-operation in the interests of the nation, this coming together of the various leaders would be of the happiest augury; but how is it possible to feel confidence in the durability of palpable alliances?

Autonomous federation would not necessarily be a good thing in China's present state of development, nor would "the rule of the strong man"—if you could get the right one—necessarily be a bad thing. The evil is that political issues, instead of being discussed on their merits, are made the pawns of personal ambition.

A Deadly Scourge

"Tuberculosis takes its steady toll in deaths year by year and attracts no great notice." This is the comment of Dr. Pearce on the alarming mortality from this dread scourge. The adjective is fully justified, for during last year there were no fewer than 1,894 deaths from tubercular diseases in this Colony, this being 614 more than from all the other dangerous infectious diseases, including plague, malaria, cholera, small-pox, typhoid and diphtheria. In other words, out of every 100 deaths in the Colony, 47 were from tuberculosis. These are terrible figures, and the astounding thing is, to use Dr. Pearce's phrase, that they attract "no great notice." We are aware, of course, that the chief factor in producing such a serious situation is to be found in the conditions under which so many of the poorer Chinese live. The spitting habit, also, no doubt plays a large part in the spread of the disease. But until better housing is provided and until the expectation of life can be stamped out, there are the victims of this dread disease to be considered. And we think the time has come when measures should be considered for the treatment of those stricken by this distressing but still curable complaint. Consumptives in Hongkong get a poor chance of recovery, for the simple reason that modern open-air treatment is not made available.

Overcrowding.

That there is serious overcrowding in the native part of the city is simply shown by Dr. Pearce's report. Indeed, it is on the increase rather than otherwise. Figures prove that point. In

DAY BY DAY.

AFTER FORTY, MEN HAVE MARRIED THEIR HABITS, AND WIVES ARE ONLY AN ITEM IN THE LIST, AND NOT THE MOST IMPORTANT.—George Meredith.

Two Sanitary Department coolies who were convicted this morning of assaulting a coolie employed by the police were each sentenced to three weeks' hard labour by Mr. N. L. Smith.

Negotiating a waterspout to reach the verandah, a burglar entered the quarters of Mr. Laidlaw, No. 1 Salford Terrace, Kowloon, sometime yesterday morning and stole money of the total of \$207.

Notifiable diseases reported last week were two of enteric fever and one each of plague and paratyphoid. One of the enteric cases was a Britisher, the rest Chinese. The return as now issued does not indicate the number of deaths.

Footpads set upon a fireman from the S.S. Hwapping, lying in Tai Koo Dockyard, last night and robbed him of his jacket, in the pockets of which were contained a sum of \$310 and a packet of cigarettes. The victim received a blow on the back of the head, inflicted by some hard instrument, which laid him unconscious. Three men are stated to have been concerned in this highway robbery.

In connection with the University Students' Service Association, a memorial service for the late Mr. Arnold Hughes (Headmaster of Ying Wah College) is to be held in the Rhenish Mission Church, Bonham Road, on Sunday, 17th September, at 5 p.m. H.E. The Officer Administering the Government has signified his intention of being present. The Rev. T. W. Pearce, L.L.D., will be the preacher.

GOVERNMENT HOUSE.

Improving Kitchen and Garage.

Various additions and improvements are being carried out in connection with the kitchen and garage block at Government House. For this purpose, the 1921 Estimates included a sum of \$100,000, of which \$39,811 was spent last year. According to the annual report of the Director of Public Works, the details of the work are as follows:—

Kitchen Block.—The work consisted of pulling down the old kitchen and outbuildings and erecting a new block comprising kitchen, servery and servants' quarters. The tender of Messrs. Wing On for this work amounting to \$40,256.42 was accepted, the contract being signed on the 29th June.

Garage Block.—This work consisted of pulling down part of the old stables and outbuildings, erecting a new block comprising a garage, laundry, and Custodian's Quarters, and forming a new carriage drive and entrance gates. The tender of Messrs. Wah Lee & Co. for this work amounting to \$50,449.21 was accepted. The contract being signed on the 18th October. The foundations were laid and walls stood at a height of 8 ft. 6 in. by the end of the year.

The central Chinese portion of the city, it is calculated that there are no fewer than 851 persons to the acre, or 34 per house. This works out at an average of over ten persons per floor, which is an increase of 33 per cent. in the space of ten years. It is something to the good that an improvement has been made in the stamp of native dwelling-houses, but it is, none the less, put on record that the existing law has failed to produce a really satisfactory type of Chinese house. The trouble in Hongkong is that, owing to geographical restrictions, thousands of Chinese are herded together in what are little better than human rabbit warrens. The time is coming when practically the whole of Chinatown will have to be razed to the ground. There is plenty of room on the mainland, but town-planning schemes cannot be put through in a year, or even in ten. By degrees, however, the great bulk of the native population must move across the water.

ROUND THE TOWN.

(By "Gadabout.")

What's happening to our buffaloes? A little while back one got so frisky that he had to jump into the V.R.C. bath to cool his ardour. Then the other day another had a passage at arms with a motorcyclist, and in last night's paper there was a bit about one of these beasts of burden putting a coolie into hospital. In the case of the third buffalo, he met his Waterloo later on in the day when he tried conclusions with a motor-car, the latter having an easy win. After that he was taken to the slaughter house and by now he's probably somebody's soup meat. This is getting a serious matter. One of these days you'll be seeing a paragraph from the Police Court, "Bullock Cart Driver Fined For Speeding," or something of that kind. If things go on like this we shall have to get some cowboys or some terrors along to look after them. Or there might be money in it. If worked properly it might turn out no end of an attraction to tourists. "Hongkong for Big Game." "Ferocious Buffaloes Roaming in the Streets," and all that kind of thing. It only needs a little enterprise.

Have you noticed how they're getting on with the reclamation scheme? They've taken quite a slice off Morrison Hill, near Happy Valley, although knocking down a miniature mountain with the aid of pick and shovel seems to me almost like trying to bail out the Pacific with a bucket. Anyway, slowly but surely they're getting things done. A whole host of coolies hack away at the hillside and the earth which comes tumbling down is put into tip-trucks, which run on a miniature railway line below. Then a cunning little loco comes along and carts the stuff away. Crossing the road near the Police Club, then a turn to the left, then to the right, on the straight alongside the Bowring Canal, under the canal bridge, the little train—looks almost like a gigantic toy—puffs along on to the peninsula, where a whole squad of coolies proceed to dump the cargo into the sea. Then there's another crowd conducting an offensive on another part of the hill. This is taken down to the water by hand trucks; why, the lord Harry only knows. They've got a couple of engines which have been lying idle under tarpaulins for the very dickens of a time now—but, still, I suppose the powers that be know their own business best. A little way out is the dredger and near by are half-a-dozen junks, the coolies inside shovelling the cargo of earth overboard as if their very lives depended on it. Then some guy hammers away at a gong; and then there's an explosion. That's some big rock gone west. And so it goes on, day after day. It's a terrific sight, man against nature. It's the fight that's been going on since the Colony came into existence: the fight which transformed a barren rock into what Hongkong is to-day.

That was a jolly little concert at the K.C.C. the other night, but I must confess that I was a bit disappointed. The renovation to the Club pavilion was an obstacle, I suppose, to a similar kind of concert to those held last year, but it should have been possible to rig up some sort of a stage elsewhere and, after those all fresco evenings we had last summer, we know there is plenty of talent available to give quite a good show. And, then again, I know one or two who were rather disappointed because there wasn't any dancing. Beyond seeing a certain citizen who shall be nameless shovelling a crumbly pork pie into that orifice in his face situated a little below his nasal organ, a la chopstick fashion, I missed those delightful little snacks which you saw temptingly exposed to view (and also being heartily eaten) at concerts that have gone on before. It was terrible not having any trotters, but perhaps those who have to clean up the morning after the night before will not voice my sentiments. By the way, talking about these little delicacies, a funny incident occurred at one of the K.C.C.'s previous all fresco shows. He was inclined to be a haw-haw kind of bird. Perhaps he wore a monocle and all that kind of thing; but that I don't know. Anyway, he was a highbrow. He was with a pal. They were knocking one over (as an Aussie put it to me the other day) when he of the heights spotted the snack counter. Turning to the

PEAK MOTOR ROAD.

To Extend to Victoria Gap.

Some particulars are given in the annual report of the Director of Public Works regarding new motor roads on the Hongkong side. Regarding the 20 foot road skirting the north side of the hills from Wan-chai Gap to Magazine Gap, it is stated that it was completed and surfaced by November, with the exception of the junction at Magazine Gap with Craigmin Road, this being temporarily held up. On a total estimate of \$76,000, there was spent up to December 31st last \$64,759.

Concerning the extension of the 20-foot road from Magazine Gap to the south end of Chamberlain Road, the report states that a contract for this work was let to Messrs. Kien On & Co. in April and, in November, a supplementary agreement was entered into with them for extending it to Victoria Gap. This road forms part of the project to provide access to the Peak District by motor. Starting at Magazine Gap, it follows the line of Craigmin Road until Craigmin West is reached, thence contouring the hillside below Craigmin Road and round Gough Hill, passing at the rear of Stewart Terrace, Peak Church, and Government Villas with a gradient of 1 in 16. It then passes under Mount Kellett Road, and attains its highest elevation of 1,351 ft. above ordnance datum near the Peak Garden. From this point it is continued to Victoria Gap with grades of 1 in 17 and 1 in 18, eventually linking up the system of motor roads planned for the western portion of the City.

The total length of this road from Magazine Gap to Victoria Gap is 1.83 miles. At the end of the year satisfactory progress had been made, the section from Magazine Gap to Stewart Terrace being practically completed. The total estimate is \$56,000, of which \$67,689 was spent up to December 31st last.

NEW FIRE STATION.

Crown Agents to Secure Tenders.

Regarding the new Hongkong Fire Brigade Station, it is stated in the annual report of the Director of Public Works that several schemes have been prepared and considered. A contract was let in November last to Messrs. Po Yick and Co. for the piling and formation of foundations, amounting to \$33,240. The commencement of the work was delayed until the beginning of December, pending the clearing of the site by the occupiers. Drawings for the steel framework to accompany the tenders were prepared and forwarded to the Crown Agents for tenders.

other he said: "Eh—I say, old bean—eh—would you care to join me in—eh—a trotter?"

Those figures relating to our guardians of the law, published in the *Telegraph* a few days ago, were very interesting and instructive, and at first glance it would appear that we haven't so very much to grouse about. But it's all very well to tell us that in proportion to our population we've more than twice as many men as the average town at home. There's a little difference between the average citizen at home and out here. In the average town of half a million or so inhabitants you don't get sixteen murders in six months. In the first six months of the previous year we had twelve murders, and you would have to go a long way before you found a town at home the size of Hongkong with that number. No, make the population; it doesn't matter a great deal whether there is one or one million living here, the number of police should be regulated according to the amount of crime. A wit suggested the other day that we ought to have one policeman for every one inhabitant. Then again, it's all very well on paper when you see that Kowloon is watched over by 35 men, out of which four are Europeans, but when you come down to hard facts it's not quite so satisfactory. When you get away from Nathan Road you can go quite a long way without seeing a policeman. Kowloon does not seem to have its fair whack, but perhaps there are better times coming when some more of those thirty-two new men from Home get out here,

TO-DAY'S MISCELLANY.

Lord Grey's sister, Lady Sybil Grey, who has just been engaged to Mr. L. W. Middleton, once went in for gold mining. When her father, the late Lord Grey, was Governor-General of Canada she accompanied him on a trip to the Arctic goldfields, and near Dawson City, the capital of the Klondyke, she pegged out a claim and duly registered it. Her first panning out produced £5 worth of gold, and, when leaving, she arranged to have the Sybil as she named her claim, worked by deputy. Lady Sybil Grey has travelled extensively in South Africa, and early in 1913 she accompanied to Russia the Red Cross Hospital which Lady Muriel Paget organised. In Russia Lady Sybil Grey added to her varied experiences, for, with her father, she saw much adventurous life.

Is "the both" an English expression, or is it used only by the Celts who live in the Du-hy of Cornwall? I ask (writes a correspondent) because I have come across the phrase several times in the works of Sir Arthur Quiller-Couch. The first time I met it was in a conversation in "Foe-Parrell," but as my landlady at that time was a Cornish woman and regularly used the phrase I attributed it to Sir Arthur's close association and sympathy with Cornwall. However, here it is again, three times in one sentence, in the new "Studies in Literature," by (mark you!) the King Edward VII. Professor of English Literature in the University of Cambridge. Speaking of Shakespeare and Shelley he says: But the both were extremely rapid writers; and as the both could afford many heavy mistakes, the both undoubtedly made them.

The vague hints of Mr. Lloyd George's intention to write his own "Life" have crystallized into statements that he intends to publish in the spring his own story of his part in the war. Although the usual "parallels" are being brought out — Dizzy's novel, Gladstone's classical researches, and so forth — the publication by a Prime Minister of so personal and political a work, partly, no doubt, as an election manifesto, has no parallel in our history. It is not necessarily an objection; history is written very quickly nowadays, and the admirers of our leading politicians tread close on the heels of contemporary history in their "Lives" and "Appreciations" of their heroes. What is of interest to the political student is the extreme difficulty of such a task. No book of the kind can be made real without free introduction of Cabinet discussions, Cabinet decisions, Cabinet differences. It is a rule that there must be no disclosure of what happens in Cabinet except by permission specifically given, of the Crown and that permission is, in fact, given by the Prime Minister. This will be a case of a Prime Minister giving permission to himself, so that he will have to rely on his own sense of what is fit and proper instead of being able to share the responsibility with another.

The gift of a very interesting portrait of Dr. Routh to Magdalen College has revived many old stories, some of them, one suspects, apocryphal, of that eccentric, old-world personality. He lived into his hundredth year, when he had been President of Magdalen for 64 years, and one of his last acts was indignantly to refuse information of any kind, to the first Universities Commission. Tuckwell, in his "Recollections of Oxford," has given a graphic picture of Routh as he himself saw him in the late thirties. "It was as a spectacle that he excited popular interest; to see him shuffle into chapel, from his lodgings a Sunday crowd assembled. The wig, with trencher cap insecurely poised above it, the long cassock, ample gown, shorts, and buckled shoes; the bent form, pale, venerable face, enormous pendant eyebrows generic to antique portraits in Bodleian gallery or college halls were here to be seen alive." Routh was a picture from the past; and he personally looked up the Oxford of the Tractarians with that of Dr. Johnson. He used to relate how, as a young man, he had seen Johnson, accompanied by Boswell, scrambling up the steps of University College on their visit to Dr. Wetherell, then its master.

Although (writes a correspondent) it is true that there

is much sin in some of our petty profanities and elphin blasphemies as there is in our pukka "swear words," it is equally true that one of our commonest "swear phrases" has no wickedness in it at all — "dam," observe, and not "damn." This phrase originated at a time when tinkers, in mending a pot or pan, put a bit of clay in one side of the hole to prevent the solder from running away when it was poured in from the other side. This little bit of clay was called a dam, and was, of course, thrown away when used as of no account. Hence the phrase "I don't care a dam," or "I don't care a tinker's dam;" but when, in a false attempt to be polite, we say, I don't care a tinker's curse, we commit an etymological error and do an injustice to the race of tinkers, who are not specially prone to curse.

The Earl of Ypres (more familiar as Lord French), who took part in the reunion in the Flemish city held to mark the anniversary of the commencement of the third battle, has been credited with coining the popular name of "Wipers." It is rather doubtful, however, if he was really the father of the phrase, for as the name is spelt in Flemish, Yper (pronounced Y-per), and this was pointed out on all the sign-posts in the neighbourhood in 1914, it is much more likely to have come from the men of the first British divisions. Curiously enough, in the last two years of the war, its name with Tommy changed from "Wipers" to "Yeeps" and was rare indeed to hear its first nickname employed by our troops towards the end of the war.

The following par, in a Home paper is not without local interest. The policeman's lot grows more and more unhappy if we may judge by the growing complexity of the demands made upon him. How, for instance, is he to cope with the new resolution of the Surrey county authorities against "loud singing" by passengers in motor coaches. He would have known what to do if all singing had been banned, but what is the proper definition of loud singing? Would a Caruso in a motor-coach be arrested, while some tuneless person who only hummed went scot-free? And by what method is he to measure for a bench of magistrates the precise loudness of the singing which may move him to an arrest?

"Gas consumers' grievances, which have lately been filling columns after columns of the London dailies, would be aggravated if the companies were allowed to pile up profits on the scale fore-shadowed by F. A. Winsor in the lectures he delivered and the pamphlets he published when floating his Light and Heat Company. Lady Bessborough, writing to the first Earl Granville on September 7, 1897, gives a vivid picture of the "furore" caused by "Mr. Winsor, and his gas, and his patent, and his shares — these famous shares which are to make the fortune of all who hold them, and will probably involve half England in ruin, me among the rest, and prove a second South Sea Bubble. Yet it promises fair, if it did not promise too much — a thousand guineas for every seven guineas seems more than can be possible, but were it hundreds instead of thousands it would be immense. Seventeen thousand shares have been sold within these ten days; three, five, seven; they will be twenty, fifty, a hundred, for there is scarcely means of passing through Pall Mall for the crowds of carriages and people on foot and horseback." The capital of Winsor's Light and Heat Company — £50,000 — was largely oversubscribed, but on his applying to Parliament in 1899 for a charter the application was refused, so the shareholders lost most of their money. Some of the foremost living scientists, headed by Sir Humphry Davy, expressed the opinion that coal gas could never be safely employed for street lighting. However, three years later the Gas Light and Coke Company succeeded in obtaining a charter and set about the general lighting of London with gas.

A MIXTURE. A telegram from Seoul states that a conference of Russian, Japanese, and Korean Communists will be opened at Irkutsk on September 20. The ostensible reason for the conference is the discussion of Russo-Japanese trade relations, but it is actually to be a meeting of Communists.

CHINA COAST OFFICERS.

Latest Changes.

Mr. Williams, from reserve, has gone supply second officer, Soochow.
Mr. W. J. Larier, from reserve, has gone chief officer, Chungking.
Mr. H. Tarby, chief officer, Chungking, is on reserve.
Mr. G. S. Johnson, chief officer, Liangchow, has gone chief officer, Pakhoi.
Mr. L. St. J. Munby, from reserve, has gone second officer, Fatsan.
Mr. J. B. Barclay, chief engineer, Shuntien, is on reserve.
Mr. G. Maitland, from reserve, has gone chief engineer, Shuntien.
Mr. H. Jessop, second engineer, Tatung, is on leave.
Mr. R. K. Burns, second engineer, Szechuen, has gone acting chief officer, Ngankin.
Mr. W. Turner, from reserve, has gone second engineer, Tungchow.
Mr. G. Stewart, second engineer, Tungchow, has gone second engineer, Tatung.
Mr. J. C. Grant, from reserve, has gone third engineer, Luenyi.
Mr. G. B. Hood, third engineer, Fengtien, has gone third engineer, Wuchang.
Mr. N. E. French, third engineer, Kashing, has gone third engineer, Kweilin.
Mr. A. H. Knox, third engineer, Kweilin, has gone third engineer, Kashing.
Mr. G. W. Matthews, acting second engineer, Tungchow, is on reserve.
Mr. W. C. Springett, from reserve, has gone third engineer, Tungchow.
Mr. R. Bates, supply second officer, Koonshing, has signed off.
Mr. W. P. McAllan, second officer, Wosang, has gone second officer, Koonshing.
Mr. T. O'Hara, second officer, Koonshing, has gone second officer, Wosang.
Captain R. V. Anderson, of the Namsang, has resigned.
Captain H. Simpson, of the Kwaisang, has gone master, Namsang.
Captain C. D. Nicoll, from reserve, has gone master, Kwaisang — Shipping and Engineering.

"YPRES DAY." October 31 will in future be known as "Ypres Day," when cornflowers made by disabled soldiers will be sold in the principal streets. Part proceeds will go towards the building of a hotel at Ypres.

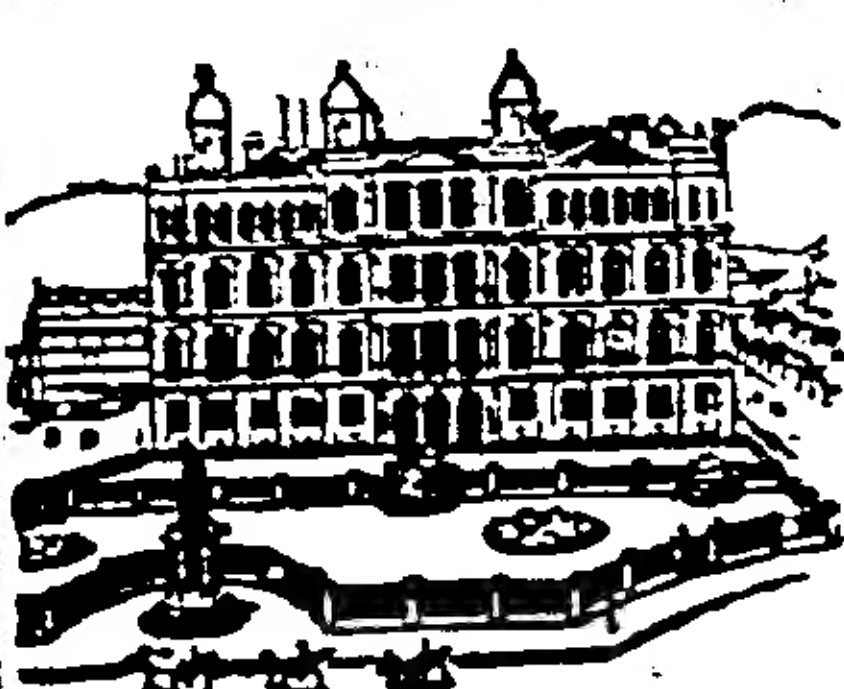
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18th Century Influence in Millinery.

IF a Persian courtier of the eighteenth century came to life and went to Paris he would marvel exceedingly. Likewise would a contemporary doge of Venice. The Persian would see costumes called "Persian" that he never dreamed of, he would see embroideries such as no needlewoman of his native land ever thought of fashioning, he would see Persian turbans that would cause him to start and stare.

But it really doesn't matter. Interest of Parisians has been centring around things Persian and things Venetian, and this interest was enormously stimulated and given excuse by the Grand Prix Ball, representing a reception given in the eighteenth century by the Doge of Venice to the Persian embassy.

ANOTHER ORIENTAL INFLUENCE.

To make the clothes a little more intricate, and also the fact that the undisputed cynosure of all eyes at several recent gatherings was Khai-Dinh of Annam, emperor of an Indo-Chinese principality, who wears gorgeous black and gold costumes and a pointed turban, and who was surrounded by a retinue of annamites, that were even more resplendently attired than their emperor.

So the season may present an interesting race between Annam, Persia, eighteenth century Venice and North Africa for supremacy in women's clothes!

From this medley of sources the milliners seem to find most promising inspiration from Persia, with Venice playing second fiddle. The Khai-Dinh of Annam and his retinue may have given suggestions for colour and rich materials, but certainly his little pagoda-roof hat couldn't compete with the milliners' against Persian and Venetian turbans.

The so-called off the face shape has been hard dying, but from what one sees in Paris now it would be safe to say that it had at last been safely interred.

GRAND PRIX HEAD DRESSES.

The two outstanding forms of headgear from the Grand Prix Ball were, of course, the Persian turban and the Venetian tricorne. Of the latter there was one made showing violet velvet draped around the head, and trimmed with red, green, purple and gold feathers.

Even more striking at the ball were the head-dresses that some one described as "animated Christmas trees." These showed a fairly close fitting cap-like turban that supported a silver tinsel device that waved glittering branches two or three feet in the air. But fortunately no one has tried to perpetuate this species of turban trimming for

for autumn. It is made not only in black and the various shades of brown that are in such good repute among milliners at present, but it appears made of velvet in all the bright colours.

FRINGE UNDER CHIN.

One striking example of this hat that was recently worn by a smart French woman was in golden brown velvet with silk fringe of the same shade going under the chin and falling like a

cascade from the upturned brim at the back. You may not especially admire this fringe arrangement, you may want to wear your new tricorne without it—but you'll have to admit that it is novel and clever.

While turbans and tricornes have certainly won a sure place for themselves, French women have not given up the wide brimmed hat. It has been said over and over again that the wide

brimmed hat would not be taken over for autumn. It seemed highly likely to certain well-advised milliners that it would winter kill, that it would die out with the first frost. The wide-brimmed hat is in evidence, and it is scarcely narrower than the cartwheel hats of summer. Obviously it is heavier and more difficult to wear when its brim consists of two thick knesses of velvet over a substantial canvas foundation.

Much has been said about Persian embroidery as trimming

resembles elaborate Persian embroidery. Sometimes actual Persian embroidery appears on these coats but more often they are trimmed with fur. Foulards printed in Persian colours and Persian designs have also called forth much admiration.

WHAT COLOURING.

One bears rather glib reference to "Persian colourings." The red-dish tones play an important part in the Persian rainbow, apparently, but other colours are not lacking—yellows, greens, blues and purples. Often they are com-

THIS WEEK'S RECIPE.

Cherry Trifle.

Require: 1 sponge cake made in a border mould, 2 ozs. of loaf sugar, 1½ gill of water, 2 table-spoonfuls of sherry, 1 lb. of cherries, 2 ozs. of caster sugar, 1 gill of cream, vanilla essence. Put the sponge cake into a glass dish. Wash and remove the stalks and stones from the cherries. Put the loaf sugar and water into a saucepan over gentle

A USEFUL NOVELTY.

Among the most useful novelties that have appeared lately is the glove-drier.

It is one of those inventions so simple and so badly wanted that, one wonders how it remained so long unthought of.

The glove-drier is just a wire band, the wire quite pliable, so that it can be squeezed narrower or widened to fit any size of glove. After washing the gloves are carefully pulled on to a pair of driers and hung up in the air, that is all; but it avoids those shrunken, twisted fingers that one can't get into when the glove has dried. Formerly the only thing was to use a glove-stretcher, and that, unless one had infinite time and patience, was apt to be disastrous to the seams.

JOTTINGS

The most novel parasol of the season is composed entirely of pale yellow uncurled ostrich plumes. It has a black handle and a white top.

At a gathering in Deauville, where the fashionable women of the world were assembled, there was not a single black gown to

Below—Narrow bands of fur trim this jacket of Persian material, and red crepe de chine forms the lining.



Persian turban, of light velvet trimmed with red, green, purple and gold feathers.



Above—A bright red wigette at the under side of the brim and a bright blue ornament at the front are the only trimmings on this large black velvet hat, worn with cut crystal beads and earrings.

At Left—Smart tricorne developed in golden brown velvet, with golden brown silk fringe falling from upturned brim at back and forming old chin strap.

Below—This wide-brimmed mauve velvet hat turns up at the front and is trimmed with gold ribbon that is loosely knotted and forms a long streamer at the right side.



Tailless ermine jacket trimmed with squares of black velvet surrounded with applique scrolls of the ermine.

general wear. The plumed turban, however, made its appearance forthwith at the races. It was made always in velvet, of bright colours, or in black trimmed with bright feathers.

There was nothing strikingly new about the tricorne brought into prominence as part of the Venetian pageantry at the Grand Prix Ball, still it has become immensely smart. The courtiers of Venice wore it embellished with metallic lace. The women at the French ball pulled it down jauntily over their foreheads, often hanging a black lace veil from one corner to another, letting it droop off the face to show the eyes and nose but concealing the mouth. You saw this fashion side by side with the other trick affected by the women in Persian costume, of wearing a short veil that hid the eyes and nose but left the chin and mouth bare.

The tricorne of velvet or of velvet trimmed with metallic embroidery has been taken over by the milliners as a highly desirable addition to their offering

for autumn millinery, and this is something of which we shall doubtless see more. For the nonce, however, the Persian turban is more often wrought in velvet, while the Persian embroidery is best displayed on the frock or wrap. The jacket that made its appearance the last days of the races and that is much admired is made of material that

is bined with gold threads in the embroidery, but sometimes the effect of gold is produced by silken threads of a rich old gold hue. This produces a richness of colour effect that you cannot very well imagine until you have seen it.

Sometimes these full short coats are of fur ermine or the white rabbit that the French call lapin.

beat, stir until the sugar has melted, then boil fast to a syrup. Add the cherries, and simmer gently for 10 minutes, strain off the syrup, add the sherry to it, and pour it with a spoon over the sponge cake. Put the cherries when cold in the centre of the cake, whip the cream, sweeten to taste, flavour with vanilla, and pile it over the cherries. Decorate with fresh cherries.

Note.—Brandy, rum, or any liqueur may be used in place of sherry.

be seen. Light colours predominated.

Bags to be carried in the evening are made of brilliant colours in chiffon velvet and brocade velvet on satin. Usually these are mounted on silver tops and often they are jewelled.

Silver embroidery is seen on some of the most lovely new frocks. White wool embroidery on black fabrics is also very popular.



PACIFIC SHIPPING.



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Hongkong to England

From	Due	From	Due
Empress of Canada	Oct. 23	Empress of Scotland	Oct. 27
Empress of Russia	Oct. 25	Empress of France	Oct. 29
Empress of Australia	Oct. 27	Empress of Britain	Oct. 31
Empress of Asia	Nov. 2	Empress of India	Nov. 4
Empress of Japan	Nov. 12	Empress of Holland	Nov. 14
Empress of Korea	Nov. 20	Empress of Germany	Nov. 22

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Draw Transatlantic Trains Daily. Standard Sleeping Cars, Dining Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office Tel. Central 752. Cable Address GACANPAC.



Reduced Fare to Europe U.S. \$650.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI THE ISLAND SEA JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Ship	Leave Hongkong	Arrive Honolulu
YAMATO M.	Oct. 4	Nov. 13
KOROA M.	Oct. 18	Nov. 26
SHINYO M.	Nov. 2	

Calling at Dairen and Keelung Shanghai.

Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.

MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

GINSU MARU ... Sept. 18th at 4 p.m.

ANYO MARU ... Oct. 15th

SEIYO MARU ... Nov. 15th

For full information regarding passenger fares and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Central Nos. 2374 & 2375

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

A. J. EVERETT.

General Agent for Japan-China-Philippines.

Indo-China-Straits & Java.

Indo-China-Straits & Java.

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PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.

S.S. DIANA DOLLAR ... 1st November.

For New York via Genoa, Marseilles, Boston and New York.

S.S. M. S. DOLLAR ... 25th Sept.

For Los Angeles, San Francisco and Vancouver.

S.S. HAROLD DOLLAR ... 25th October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

No. 4A Des Voeux Road, Ground Floor. Tel. Central 795 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailing in October.

For particulars Regarding Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

Tel. Central 795-792. Gen. P. O. Building. Third Floor.



Operating the following U.S. Shipping Board Steamers.

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President McKinley ... For Seattle ... Sept. 21, Oct. 7.

President Jackson ... For Seattle ... Oct. 5, Oct. 24.

SPECIAL THROUGH RATE TO EUROPE \$650.50.

MANILA SERVICE.

S.S. President McKinley ... Sept.

President Jackson ... Sept. 25.

SAIGON, SINGAPORE SERVICE

S.S. LAKE ONAWA

Through Bills of Lading to all United States and Canadian

Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

PASSENGER OFFICE. H.K. & Shanghai Bank Building.

Tele. Central 2477 & 2478. 4, Des Voeux Rd. C. G. Floor.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. STANLEY ... about Sept. 20.

S.S. SATSUMA ... about October 15.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

4, Des Voeux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.

Telephone Central 2477 & 2478.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched 13th September to SINGAPORE, PENANG

and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

1st class fare to SINGAPORE \$100.

Agents: JAVA CHINA JAPAN LUN,

York Building,

Chater Road

Telephone Central No. 1574.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN"
"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

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COMMERCIAL NEWS.

NEW EGYPTIAN TARIFF PROJECTED.

An Alexandria correspondent writes: I understand that the Egyptian Government has opened negotiations with foreign Governments with the object of negotiating a new customs tariff. The present tariff will ordinarily come up for revision in 1930, when the convention with Italy, which regulates the conventions with other countries on the most-favoured-nation basis, will lapse. The Egyptian Government desires to establish before 1930 another tariff more in accordance with present day requirements.

HAMBURG OVERSEAS WEEK.

The Hamburg Overseas Week opened with an address by President Ebert expressing the hope that, in spite of all experiences the recent common economic interests of all nations, the world will not permit a great nation like Germany to be deprived of the right to exist and live and of the minimum amount of economical, political and personal freedom and self-determination. The Director-General of the Hamburg-America Line emphasized in his address that the reparation problem could only be solved by common universal effort on an economic basis.

CHINA'S SUGAR CONSUMPTION.

The total quantity of sugar imported from foreign countries during 1921 amounted to 222,113 piculs. Of this figure, 77 per cent. came from Honkong, 18 per cent. from the Philippine Islands and 5 per cent. came from Japan. The price of sugar was fairly high for the first half of the year, but decreased gradually during the remainder of the year, this being due to keen competition amongst dealers and general absence of demand. Sugar of all kinds show an increase of about 60 per cent. The market value for say, brown sugar during the first quarter averaged Hk. Tls. 8.60 per picul, but in the last quarter of the year came down to Hk. Tls. 5.10 per picul.—*Shipping Trade Report, 1921.*

THE GERMAN EXCHANGE.

A correspondent relates the following in the *Times*: Some six months ago a manufacturer, who is a friend of mine, ordered from Germany some material that he requires to use in the course of his work. The price quoted then was 20s. sterling per yard, and the exchange was then about 1,600. Desiring to take advantage of the present rate, when the mark was about 2,350, my friend asked for a repeat quotation in marks. Here is the reply he received from the London agent:—I beg to inform you that by a resolution of the Union of German Manufacturers I am bound to sell to foreign customers only in the fixed value of their country. Therefore I regret I cannot sell to England in marks, which means, of course, 20s. per yard as before. Comment is superfluous; either this means that the rate of exchange is entirely fictitious, or Germany is building up a gold reserve of this country. Payment was, of course, to be made in London.

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong

S.S. CITY OF BRISTOL ... via Suez Canal ... 15th Sept.

S.S. CITY OF LINCOLN ... via Suez Canal ... 25th Sept.

S.S. PELEUS ... via Suez Canal ... 3rd Oct.

S.S. CITY OF MELBOURNE ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to change without notice.

For freight and particulars apply to

BITTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REISS & CO. CANTON

MESSAGERIES MARITIMES

SERVICE CONTRACTUELS.

(Mail service under contract with the French Government)

Destination Steamer & Displacement Sailing Date

Shanghai, Kobe and Yokohama ANGER 15,000 On or about 15th Sept.

Yokohama AZAY LE RIDEAU 15,000 On or about 25th Sept.

Manila via Hongkong AMZINE 11,000 On or about 19th Sept.

Saigon, Singapore, ANKOR 15,000 On or about 3rd Oct.

Penang, Colombo, ANGERS 15,000 On or about 17th Oct.

Djibouti, Suez and AZAY LE RIDEAU 15,000 On or about 31st Oct.

Port-Saïd, PORTHOS 20,000 On or about 14th Nov.

Oran, Port-Louis, ST LOUVERNE about 25th September

Havre, Dunkirk and LT de MESSIEURY 1st port, November

Antwerp, MEINAM 1st port, December.

GOAL RAMEL

ALSO SERVICE TO BORDEAUX.

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—

REPRESENTATION.

A. JOBARD,

Acting Agent,

Queen's Building.

Telephone Central No. 749.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition,

Western Union and Watkins, Bantleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians

Kowloon Docks

No. 1 Length

700ft.

Breadth 90ft.

No. 2 Length

571ft.

Breadth 74ft.

No. 3 Length

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND
 TO
 STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRICES, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.
 PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	8,550	13 Sept. 11 a.m.	Str. Aden, P. Said, Mar. L'don
SOUFAN	8,505	22nd Sept.	S'pore, Pang, C'ho & B'bay
MALDONIA	11,000	27th Sept.	B'bay, M'les, L'don, A'werp
KALYAN	9,000	11th Oct.	M'les, London & Antwerp
MAINTA	11,000	25th Oct.	B'bay, M'les, L'don, A'werp
DONGOLA	8,000	8th Nov.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKAPA	16,940	13 Sept. 1 p.m.	Calcutta via S'pore, Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	16,000	5th Oct.	Manila, Thurs. Island, T'ville, Brisbane, Sydney & Melbourne
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For further information apply to—**NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

SAILINGS TO SHANGHAI & JAPAN.

EGRA	5,105	13th Sept. 7 a.m.	Amoy, Japan
JAPAN	6,052	22nd Sept.	Shanghai & Japan
MAINTA	10,902	27th Sept.	Shanghai & Japan
DONGOLA	8,000	7th Oct.	Shanghai & Japan

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Passengers' baggage must be taken on board 24 hours before sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, Agents.

GLEN AND SHIRE.

REGULAR SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
S.S. GLENADIE	23rd September
S.S. GLENADIE	25th September
S.S. GLENAPP	5th October

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENADIE	24th Sept. 10 a.m.	L'DON, A'WERT, H'BURG
S.S. GLENADIE	26th Sept. 10 a.m.	M'LES, L'DON, A'WERT, H'BURG

Movements are subject to change without notice.
 For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 315, 316, 317, 318 and 319

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Steamer	From	Expected in	Will depart on	To
Tjilatjap	Java	13th Sept.	14th Sept.	Saigon
Tjikini	Java	15th Sept.	16th Sept.	Japan
Tjisalak	Java	17th Sept.	18th Sept.	Java
Tjondari	Java	19th Sept.	20th Sept.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.
 Telephone Central No. 1574 York Buildings.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. & 10 p.m. (Sun. 10 p.m. only)
 From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings to Macao Daily at 8 a.m. & 2 p.m. (Sundays at 8 a.m. only)
 Sailings from Macao Daily at 8 a.m. & 2 p.m. (Sun. at 5 p.m. only)

Further information may be obtained at the Company's office, 4, Des Voeux Road Central, Messrs. Thos. Cook & Son or the American Express Company, Hongkong.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued in all Overland Common Points in U.S.A. & Canada.
 IYO MARU ... (Calling Keelung) Sat. 16th Sept. at 11 a.m.
 SHIZUOKA MARU ... Saturday, 30th Sept. at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 ATSUTA MARU ... Friday, 15th Sept. at 11 a.m.
 KASHIMA MARU ... Friday, 29th Sept. at 11 a.m.
 LAMBURO via LONDON, ROTTERDAM.
 MATSUMOTO MARU ... Tuesday, 25th September.
 LIVERPOOL & GLASGOW via MARSEILLES.
 SYDNEY & MELBOURNE via Manila, etc.
 TANGO MARU ... Tuesday, 19th Sept. at 11 a.m.
 YOSHINO MARU ... Tuesday, 17th Oct. at 11 a.m.

NEW YORK VIA PANAMA. Thursday, 14th September.
 LYONS MARU ...
 RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.
 KANAGAWA MARU ... Tuesday, 3rd October.

SOMBA via Singapore, Penang & Colombo.
 SANUKI MARU ... Monday, 25th September.
 CALCUTTA via Singapore, Penang & Rangoon.
 HAKODATE MARU ... Wednesday, 20th Sept.

NAGASAKI, KOBE & YOKOHAMA.
 YOSHINO MARU ... Thursday, 14th Sept. at 11 a.m.
 SHANGHAI, KOBE & YOKOHAMA.
 TAMBA MARU (Omitting Shanghai) Monday, 18th Sept.

YAMAGATA MARU ... Monday, 18th Sept.
 For further information apply to—**NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.
 RUIME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRIESTE" ... Sailing on or about 5th October.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 23rd September.

S.S. "TRIESTE" ... Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" ... Sailing on or about 21st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIWAN	30th Sept.	4th Oct.
CHANGSHA	15th Oct.	20th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SONS, LTD.)

Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Tokio" ... 20th Oct. ... S'hai, Kobe & Yokohama.

HOMEWARDS.

"City of Yokohama" ... 30th Sept. ... L'don, A'werp, H'burg & Leith.

PASSENGER SERVICE.

"City of Paris" ... Mid. Dec. ... Marseilles & London.

"City of York" ... Beg. Feb. ...

"City of Simla" ... Mid. March. ...

"City of Poona" ... Mid. April. ...

Subject to change without notice.

For further particulars apply to

REISS & CO.

CANTON.

THE BANK LINE, LTD.

(Tel. Central 80).

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN	Cheongshing	Thurs. 14th Sept. at 4 p.m.
N'CHANG & Antung	Waishing	Fri. 15th Sept. at noon
MANILA	Loongsang	Fri. 15th Sept. at 3 p.m.
TTAO via S'hai Tingsang	Loongsang	Sun. 17th Sept. at noon
TTAO via S'hai Fookshing	Loongsang	Tues. 19th Sept. at noon
BANGKOK via Swatow Chaksang	Loongsang	Tues. 19th Sept. at noon
TTAO via S'hai Hopsang	Loongsang	Thurs. 21st Sept. at noon
SANDAKAN	Mausang	Fri. 22nd Sept. at 2 p.m.
STRAITS & Calcutta	Fookshing	Mon. 25th Sept. at 3 p.m.
BANGKOK via Swatow Drufar	Fookshing	Tues. 26th Sept. at noon
HAIPHONG via Hoihow Wingsang	Fookshing	Wed. 27th Sept. at 3 a.m.
STRAITS & Calcutta	Kutsang	Sat. 30th Sept. at 3 p.m.
ROBE	Laisang	Thurs. 5th Oct. at noon

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

HORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fookshing" will be despatched on or about Monday, 25th Sept. at 1 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
HAIPHONG	Pakhoi	14th Sept. at d'light
AMOI & SHANGHAI	Szechuen	14th Sept. at 9 a.m.
SWATOW & AMOI	Kingyuan	14th Sept. at 4 p.m.
W'WEL C'FOO & N'hwang Hanchow	Kingyuan	15th Sept. at d'light
AMOI, M'LA, C'BU, ILO ILO	Kingyuan	16th Sept. at d'light
SHANGHAI & TSINGTAO	Sinkiang	16th Sept. at 4 p.m.
W'WEL CHEFOO & T'HSIN Huichow	Sinkiang	16th Sept. at 4 p.m.
SWATOW & SINGAPORE	Kwangtung	17th Sept. at 4 p.m.
SHANGHAI	Suiyang	17th Sept. at 4 p.m.
SWATOW & BANGKOK	Kaigan	19th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Liangchow	19th Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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SHIPPING NEWS.

GERMAN GOODS FOR AUSTRALIA.
 As a result of the pending removal of the Australian import duty on German goods, states the Hamburger Nachrichten, the Holland-Australian Line have resumed their regular monthly service from Hamburg to Australia, via Antwerp and Genoa.

CHINA-AUSTRALIA STEAMSHIP CO.

A company styled the China-Australia Steamship Co., Ltd., has been registered in Sydney (N.S.W.) with an authorised capital of £150,000. It is to acquire the interests at present held in the name of W. J. L. Lou, trading as the China-Australia Mail S.S. Line.

SELF-TRIMMING SHIP.

Someone—an American—suggests a self-trimming ore ship of a wholly new type—one which can be discharged by being lifted out of the dock and turned upside down. This, it is said, could be done, and the vessel could be ready for starting on her next voyage, all within half an hour. It is an American idea.

STEAMER AS WHALING FACTORY.

An interesting reconstruction job is promised in the conversion of the Harrison Line steamer Politician into a whaling factory, for service at South Georgia. The vessel, which has been sold to Scottish owners, will be the largest yet used for whaling purposes, her deadweight being in the neighbourhood of 11,000 tons.

NOTICE TO MARINERS.

Notice is given that the following Light-buoys of the Yangtze River, between Vine Point and Cooper Bank Crossing, have been moved owing to the erosion of the river's banks:—Vine Point Light-beacon has been moved, and from the new position of the beacon Langshan Pagoda bears N. 63° 59' E., distant 1.3 miles; Channel Light-beacon has been moved, and from the new position of the beacon Kiushan Quom Beacon bears S. 36¼° W., distant 0.96 mile.

V.R.R. ARRANGEMENTS.

Mr. John J. Gorman, has been made Northwest General Manager (at Seattle) of the Yamashita Company, which will represent the powerful Yamashita Kisen Kaisha. The appointment means extension of operations to this port and the Columbia River by the Company, and increase of vessels of this service to Seattle from four ships to at least eleven big carriers. It is proposed to establish a semi-monthly sailing from Portland and Seattle to the Orient, including the ports of Kobe, Yokohama, Osaka, Moji, Hongkong, Shanghai, Amoy, Swatow, Tientsin, Tsingtao, Sydney, Bombay, Somatraya, Dairen and Bangkok.

U.S. OFFICERS PAY INCREASED.

Masters and other officers of American Shipping Board passenger liners operated between the United States and the Far East are to receive increases in pay by reason of a recent ruling of the United States Shipping Board. Under the increases granted, captains will receive \$5,000 a year instead of \$4,730 which they are now receiving. Salaries of chief engineers are being raised from \$3,420 to \$4,000 and of chief officers from \$2,400 to \$2,700. Corresponding increases are granted to the other deck and engine room officers of the 555-funders. Under the new increase was order 4 officers of the Canadian Pacific trans-Pacific liners, it is said, were drawing higher salaries than the officers of the Shipping Board's liners. This disparity is overcome by the increases now granted.

MERCANTILE MARINE MASTERS' FUND.

Information just received from Home states that contributions to the Mercantile Marine Masters' and Officers' Relief Fund have been steadily flowing in during the past few months, the Mercantile Marine Service Association having been the means, through the generosity of its friends, of augmenting the fund's resources by no less a sum than £3,444.7d. The Council express its gratitude to those marine superintendents, masters and officers who have helped the fund. The recent augmentation of £1,000 from the King George's Fund for Sailors has improved matters a little, but this sum, it is pointed out, is only to relieve cases of distress amongst masters and officers of the Mercantile Marine who are in distress directly due to sickness or disability from war service or injuries; to assist in the education of children and to relieve any other distress not actually arising out of or attributable to unemployment.

CAPITAL SHIPS.

Sir Percy Scott on Their "Uselessness."

Admiral Sir Percy Scott writes to the *Times* as follows: In your issue of this morning I see that my friend Admiral Waymouth has a "co" at me. Let them all come! I do not know why the gallant Admiral singles me out for attack. There are plenty of other officers who consider that the battleship is obsolete. But I regard his attack as a compliment.

Admiral Waymouth says that my arguments are only destructive, that they are without any proper or reasoned line, and that they only bring ridicule upon me. This is quite mild in comparison with what was said of me a month before the war commenced, when I ventured to explain what the submarine could and would do. I was regarded as mad, and every style of abuse was heaped upon me, but I am still alive and able to laugh at my friend Admiral Waymouth's attack.

People are sometimes annoyed when they cannot answer a question, and that is the position of a great many now, including their Lordships the Commissioners of the Admiralty. They cannot tell us, or at any rate have not told us, what useful role the proposed battleships will play in a war with any European Power. I do not know, and neither do I know where we can hide them in war time.

I believe only eight reasons have been put forward for building these two battleships. Here they are, and under them are my replies. I have come out into the open, as Admiral Waymouth suggests I should. I am offering myself as his or any one else's "Aunt Sally." They can all have a account if they knock me over. The eight reasons urged as to why it is necessary to build two more battleships and my answers to them are:—

(1) That if we do not build these two ships we shall lose prestige.

Why should we lose prestige by not building a class of vessels that many distinguished naval officers have pronounced to be obsolete?

(2) That the construction of battleships was recommended by a political committee one and a half years ago.

If this political committee were not naval experts, and they were not, their opinion can carry no weight. In the last year and a half the method of attacking ships has been greatly developed.

(3) That the battleships are still the backbone of a fighting fleet. If this is so, why can no one tell the country what useful role they will play if we go to war with a European Power, or any other Power? Surely the backbone must play some part.

(4) That a battleship can defend herself against air attack by using anti-air guns.

This is a statement that can only be argued by artillery experts. I think that they would reply that a battleship, by reason of her steady platform, would have little or no chance of hitting an aeroplane.

(5) That only a battleship can sink a battleship.

During the late war fourteen battleships were sunk, but not one of them by a battleship.

(6) That battleships will play the same role in the future that they have played in the past.

It must be admitted that in the last war our concern was not so much as to what battleships would play as to where we could put them to avoid destruction by submarines. It looks, as regards this point, as though we shall have worse trouble in the future.

(7) That battleships can be given a reasonable protection against all known forms of attack, not only present, but what future developments may bring about during the next ten years.

This statement is so fanciful that it requires no answer. (8) Lord Selborne has stated that he did not believe that either aircraft or submarines would drive battleships from the sea.

We must believe in what has been done. During the war, of the appearance of submarines in the Mediterranean, the Queen Elizabeth was ordered home post haste; the fast ships ran away to Mudros and landed merchant ships alongside them to save themselves from being torpedoed.

The eight reasons for building two more battleships I believe, include all that have been put forward. I regard them all as

LABOUR OBJECTION TO FREEMASONRY.

No Politics in the Craft.

In recent years a determined effort has been made on more than one occasion by a section of the Labour Party to inhibit any of its members, who happen to be Freemasons, from holding any official position in the party, even as branch secretary, treasurer, or member of a committee. The recent attempt to enforce this restriction came shortly after a special appeal to all who earned their livelihood by labour, whether mental or physical, and were in sympathy with its aims, to become members of the Labour Party, as many of all ranks, business, clerical, and others, some of whom are also Freemasons, have done.

It is difficult to fathom the reason for this opposition, even among a minor section of Labour, writes a correspondent in the *Times*. The idea underlying Freemasonry throughout all its ceremonies is work, from which none is exempt. It has connection with, or descent from, the medieval building corporations, the members of which, of course, were Catholics, and like them, it has a religious character. A lodge, when it is in session, is described technically as being at work, and it is surely not possible that the objection to Freemasonry on the part of a small minority of the Labour Party—as two ballots have proved the objectors to be—arises from the fact that the craft is in opposition to lawlessness and autocracy and requires from each of its members an obligation that he shall patiently submit to the duly constituted civil authority, and obey and support the laws of the country in which he lives.

Inside the lodge the political opinions, as well as the religious bias of the members are dormant, and there is nothing in Freemasonry to clash with the political views of Radical, Liberal, Conservative, or Coalitionist. There is nothing even to interfere with the views of Socialists or Republicans who, outside the lodge, are content to work in a peaceful manner for the realization of their ideal and who regard the monarchy as a symbol of the government of the country. No master of a lodge, any more than the sovereign of the country, can be an autocrat. His acts are circumscribed and he can only rule the lodge through its reason and consent.

Freemasonry is not a secret society, if that be the objection, beyond the fact that, like many other organizations—the Peace Conference at Versailles and the business meetings of churches and chapels included—it conducts its affairs behind closed doors. Its secrets are useful to its members, but are of no use to anyone outside. It has no mundane aims, and exists primarily for the promotion of brotherly love, relief and truth.

If any one can advance more reasons for building battleships, I shall be delighted to hear of them.

My attention has been called to two statements that have been made:—

(1) The building of the two proposed battleships will impose rigid economy on and arrest progress in every other branch of naval development, among them some branches which many think are of more importance than battleships.

(2) If we do not build the proposed two battleships, but use the money in building fast surface vessels, submarines, aircraft, and their carriers, we might conceivably possess a Navy superior to all others for fighting under the new conditions of sea warfare, and we should get it quickly.

Battleships take a long time to build, and, as you say in your leading article, their defence before they are launched may be obstructed by developments in underwater and aircraft attacks. I think that you could have said "will" instead of "may."

I thank Admiral Waymouth for his suggestion as regards clearing the cobwebs out of my brain. I do not think they much matter; the important thing is to make sure that my "Old Woman" and my "Midshipman," to whom the gallant Admiral refers, have no cobwebs in their brains. They appear to be the important people of the day. The "Old Woman" asks Lord Lee where he is going to put his new ships if we are at war with a European Power. The "Midshipman" says, "Battleships are of no damned use at all."

EXCHANGE.

(Opening Rate; closing Rate on Page 1).

SELLING.

1/T	26 3/4
Demand	26 1/16
30 d/s	
50 d/s	
1 m/s	2 1/2
T/T Shanghai	80m
T/T Singapore	110 1/4
T/T Japan	118 1/2
T/T India	197 1/2
Demand, India	—
T/T San Francisco	57 3/4
& New York	